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Page's method preserves the original whiteness of the marble close up to the edge of the letters.

Mr. Page lays no claim to any novelty in the composition of the blacking. That first used by him he imported from New York; but he has since got blacking quite as good from Mr. Mytton, of Vauxhall Road.

Specimens of his method of lettering on marble were shewn in its different stages to the Committee, as well as its successful application to inscriptions on Portland stone; this being one of the most porous stones on which inscriptions are ever cut.

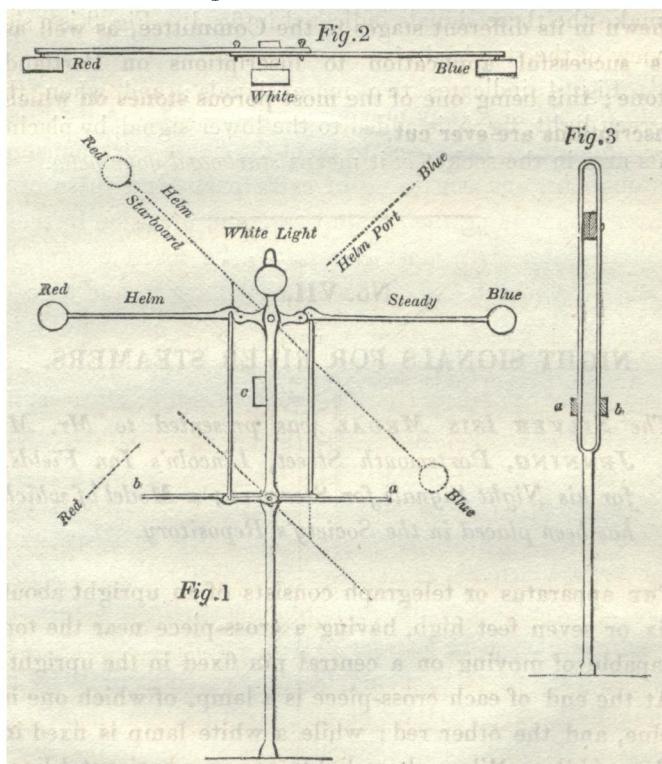
No. VII.

NIGHT SIGNALS FOR RIVER STEAMERS.

The SILVER ISIS MEDAL was presented to Mr. M. JENNING, Portsmouth Street, Lincoln's Inn Fields, for his Night Signals for Steamers; a Model of which has been placed in the Society's Repository.

THE apparatus or telegraph consists of an upright about six or seven feet high, having a cross-piece near the top capable of moving on a central pin fixed in the upright. At the end of each cross-piece is a lamp, of which one is blue, and the other red; while a white lamp is fixed in the middle. When these lights are in a horizontal line, it indicates that the helm of the vessel displaying the signal is *steady*; when the cross-bar is at an angle of 45° , the blue light being uppermost, it signifies *helm a-port*: when at the same angle, the red light being

uppermost, it signifies *helm starboard*. The whole apparatus is either held by a man on the bridge between the paddles, and looking a-head, or at the bow of the vessel; or is fixed in a socket provided for it at each of the above places. The man in charge of the apparatus places the arms, by hand, according to the directions which the master gives to the steersman.



Sea-going steamers at present generally carry a white light at the mast head; for one in any other position would be liable to be obscured at times by the sails. Mr. Jenning's signals are, therefore, calculated only for

those steamers that have no sails, or for sea-going ones while navigating a river, at which time they are rarely under sail.

Fig. 1 is a front view of the apparatus, *a b* being the handles by which the signal-arms are moved to the various positions indicated by the dotted lines. Fig. 2 is a top view, to shew how the arms are pinned together to make the three signals indicated in fig. 1. Fig. 3 is a side view of the standard.

Fig. 4 indicates two more signals; and when the green light, fig. 5, is added to the lower signal, by placing its arm in the socket *c*, it means *starboard your helm*.

